

20040614.ba v03_n664.bam.20040614

>From ???@??? Mon Jun 14 21:17:44 2004 +0000
Message-Id: <200406150217.i5F2HT9i028623@sco.theporch.com>
Date: Mon, 14 Jun 2004 21:17:16 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 3664

BOATANCHORS Digest 3664

Topics covered in this issue include:

- 1) WTB BC-342-N ID plate
by "N6WIG" <mikhael@brown.org>
- 2) Re: Your letter
by w2tu@msn.com
- 3) Re: "Superior" Radios?
by David Stinson <arc5@ix.netcom.com>
- 4) RE: A Milti-Elmac question
by wb3fau@att.net
- 5) Re: A Milti-Elmac question
by "John Morris" <moe@msn.com>
- 6) Re: A Milti-Elmac question
by W7QH0@aol.com
- 7) NBC Bells
by Jderm740@aol.com
- 8) RE: "Superior" Radios?
by "Richard W. Solomon" <w1ksze@earthlink.net>
- 9) Tr: "Superior" Radios?
by =?iso-8859-1?Q?Andr=E9_Guibert?= <aguibert@sympatico.ca>
- 10) Re: NBC Bells
by "Chris Bowne" <radiobwn@ricconnect.com>
- 11) Racal VHF Adapter ?
by Jerry Proc <jerry.proc@sympatico.ca>
- 12) Re: NBC Bells
by kc2kj <kc2kj@verizon.net>
- 13) Re: [ARC5] "Superior" Radios?
by "gordon e. white" <gewhite@crosslink.net>
- 14) Re: "Superior" Radios?
by "Arden Allen" <gumbear@pacbell.net>

Content-Type: text/plain; charset=iso-8859-1
Content-Disposition: inline
Content-Transfer-Encoding: 7bit
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>

From: "N6WIG" <mikhael@brown.org>
Subject: WTB BC-342-N ID plate
Date: Mon, 14 Jun 2004 07:08:58 -0700 (PDT)
Message-Id: <20040614070858.27547.h010.c000.wm@mail.brown.org.criticalpath.net>

I'm looking for an ID plate for a BC-342-N. Just got a nice one but it is missing the ID/name plate. Also would like to find some of the jack covers as well. In anyone has a junker they would like to part with or just the parts, let me know.

I live in San Jose, Ca so if you are local I can pick them up.

Thanks,

Mike

Message-Id: <200406141445.i5EEjChx022047@sco.theporch.com>
From: w2tu@msn.com
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Your letter
Date: Mon, 14 Jun 2004 10:45:12 -0400
MIME-Version: 1.0
Content-Type: multipart/mixed;
boundary="-----=_NextPart_000_0003_00005FF4.00006E1F"

This is a multi-part message in MIME format.

-----=_NextPart_000_0003_00005FF4.00006E1F
Content-Type: text/plain;
charset="Windows-1252"
Content-Transfer-Encoding: 7bit

Your file is attached.

-----=_NextPart_000_0003_00005FF4.00006E1F
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *
* ---REMAINDER OF MESSAGE TRUNCATED--- *
* This post contains a forbidden message format *
* (such as an attached file, a v-card, HTML formatting) *
* Mail Lists at theporch.com only accept PLAIN TEXT *
* If your postings display this message your mail program *
* is not set to send PLAIN TEXT ONLY and needs adjusting *

* * * * *

-----=_NextPart_000_0003_00005FF4.00006E1F--

Message-ID: <40CDBC1C.7000907@ix.netcom.com>
Date: Mon, 14 Jun 2004 09:54:20 -0500
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: "Superior" Radios?
Content-Type: text/plain; charset=us-ascii; format=flowed
Content-Transfer-Encoding: 7bit

p.s.
I wonder how much of our war-fighting equipment
of today suffers from the same misspent efforts?
Waste is waste, no matter the date.

From: wb3fau@att.net
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "JAMES HANLON" <knjhanlon@msn.com>,
Old Tube Radios <boatanchors@theporch.com>,
"boatanchors" <boatanchors@theporch.com>,
"John MacAulay" <jmac6235@yahoo.com>
Subject: RE: A Milti-Elmac question
Date: Mon, 14 Jun 2004 16:35:41 +0000
Message-Id:
<061420041635.8431.40CDD3DB00060CE9000020EF21602807489A0E00CC0D99@att.net>
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="NextPart_Webmail_9m3u9jl4l_8431_1087230941_0"

--NextPart_Webmail_9m3u9jl4l_8431_1087230941_0
Content-Type: text/plain
Content-Transfer-Encoding: 8bit

Hey Jim, thanks for the input- I always thought the AF-67 was the better
item-
I do not know why Rangers are so valuable. I think they are junk, compared to
the AF-67, and the AF-68 just blows it away. Russ.

----- Original message from "JAMES HANLON" : -----
> Phil,
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> had been as a mobile rig mainly on 10 meters AM in Cincinnati. I use it
> mostly on CW, and it is a very good little rig.
>
> As it comes originally, the vfo runs continuously and the cathodes of the
> buffer-multiplier, rf driver, and final amplifier (3 stages) are all keyed
> together, so there is no problem with "feed through" of the oscillator
> signal. I also have never experienced a problem with clicks on this rig.
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> stages are turned on, so I get QSK with no chirp, even on 10 meters cw.
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> So in that regard, I would rate the Ranger as the poor-sap's Elmac rather
> than the other way around, HI. The audio on the Elmac is also quite good,
> and there is a 500 ohm audio output option available from the modulator
> should you want to use the AF-67 as an exciter for a higher-powered final
> amplifier and modulator. That's why it was called a "Trans-ceiter."
>
> The only problem I've experienced with my stock AF-67 was some TVI,
> principally on the higher frequency bands. I improved the shielding a bit,
> putting a can around the panel meter on the inside, adding some additional
> screws to secure the cabinet to the front panel in more places, and adding
> some extra sheet metal to close up the hole between the cabinet and the RF
> output coax jack. The thing that finished off the TVI, however, was a
> simple disc-ceramic capacitor bypass on the keying lead that I added many
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> detune the driver stage a bit.
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> I also have an AF-68 which works well and which was TVI-proof when I got it.
>
> So in short, the AF-67 is a fine rig as it comes, and with a small amount of
> additional effort you can customize it to your liking and make it even
> better. Go for it!
>
> Jim Hanlon, W8KGI
>

--NextPart_Webmail_9m3u9jl4l_8431_1087230941_0

Content-Type: text/html

Content-Transfer-Encoding: 8bit

<html>

<!-- BEGIN WEBMAIL STATIONERY -->

<head><style type='text/css'>

p {

margin: 0px;

}

</style></head>

<body>

<!-- WEBMAIL STATIONERY noneset -->

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<P>I do not know why Rangers are so valuable. I think they are junk, compared to</P>

<P>the AF-67, and the AF-68 just blows it away. Russ.
</P>

<BLOCKQUOTE style="PADDING-LEFT: 5px; MARGIN-LEFT: 5px; BORDER-LEFT: #1010ff 2px solid">----- Original message from "JAMES HANLON" <KNJHANLON@MSN.COM>:

> Phil,
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> additional effort you can customize it to your liking and make it even
> better. Go for it!
> Jim Hanlon, W8KGI
> </BLOCKQUOTE>
<!-- END WEBMAIL STATIONERY -->

</body>
</html>

--NextPart_Webmail_9m3u9jl4l_8431_1087230941_0--

From: "John Morris" <moe@msn.com>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "JAMES HANLON" <knjhanlon@msn.com>,
"Old Tube Radios" <boatanchors@theporch.com>,
"John MacAulay" <jmac6235@yahoo.com>
Subject: Re: A Milti-Elmac question
Date: Mon, 14 Jun 2004 10:41:41 -0700
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="-----_NextPart_000_0021_01C451FC.2DABF8B0"
Message-ID: <BAY11-DAV145luCBcKf00016a82@hotmail.com>

This is a multi-part message in MIME format.

-----_NextPart_000_0021_01C451FC.2DABF8B0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

Good to see more conversation on the Elmacs. I also think they outdo the =
Rangers and are a heck of a lot less maintenance.=20
The only peculiar feature is that 22v battery but a simple 22v zener =
solves that problem forever.=20
I did do a little modification on the 75 mtr tank coil and added some =
capacitance so it loaded better. Unfortunately, it takes away the 6 =
meter portion so my solution was to get a second AF-68, this time the =

"A" model. Has three additional screws along the case top, just in back =
of the chrome trim. I use this 2nd one strictly for 6 meter AM and the =
audio reports are always great.

They also drive a GG linear quite nicely to give some plate modulation =
punch on the bands. Just back off the loading to about 20 watts.

73's

john - K7RLD

----- Original Message -----=20

From: wb3fau@att.net<mailto:wb3fau@att.net>=20

To: Old Tube Radios<mailto:boatanchors@theporch.com>=20

Cc: JAMES HANLON<mailto:knjhanlon@msn.com> ; Old Tube =
Radios<mailto:boatanchors@theporch.com> ; =

boatanchors<mailto:boatanchors@theporch.com> ; John =

MacAulay<mailto:jmac6235@yahoo.com>=20

Sent: Monday, June 14, 2004 9:35 AM

Subject: RE: A Milti-Elmac question

Hey Jim, thanks for the input- I always thought the AF-67 was =
the better item-

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-----=_NextPart_000_0021_01C451FC.2DABF8B0

Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

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* * * * *
*      ---REMAINDER OF MESSAGE TRUNCATED---      *
*      This post contains a forbidden message format      *
*      (such as an attached file, a v-card, HTML formatting) *
*      Mail Lists at theporch.com only accept PLAIN TEXT      *
*      If your postings display this message your mail program *
*      is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *
```

-----=_NextPart_000_0021_01C451FC.2DABF8B0--

From: W7QH0@aol.com

Message-ID: <1df.230cbe77.2dff5dde@aol.com>

Date: Mon, 14 Jun 2004 16:00:30 EDT

Subject: Re: A Milti-Elmac question

To: Old Tube Radios <boatanchors@theporch.com>

CC: knjhanlon@msn.com, jmac6235@yahoo.com

MIME-Version: 1.0

Content-Type: multipart/alternative;

boundary="part1_1df.230cbe77.2dff5dde_boundary"

--part1_1df.230cbe77.2dff5dde_boundary

Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Yep, great little rigs for sure but come with a couple of quirks all their own. The modulator driver transformer is a common failure point but there's a nifty phase inverter fix for this. Also, the 67 won't load satisfactorily into 50 ohms on 160M in it's stock configuration. Adding some outboard LC to essentially make the PA tank a Pi-L network fixes this problem. An RF drive control would be nice too but one can get along without it.

Dennis D. W7QHO (AF-67, 68, A-54. PMR-8)
Glendale, CA

--part1_1df.230cbe77.2dff5dde_boundary
Content-Type: text/plain; charset=us-ascii
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```

--part1_1df.230cbe77.2dff5dde_boundary--

From: Jderm740@aol.com
Message-ID: <1a8.24c7e4fb.2dff6b40@aol.com>
Date: Mon, 14 Jun 2004 16:57:36 EDT
Subject: NBC Bells
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="part1_1a8.24c7e4fb.2dff6b40_boundary"

--part1_1a8.24c7e4fb.2dff6b40_boundary
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Some time ago some one asked the question " what were the notes'?

Last Sundays News had an article on the subject. They were G-E-C. In answer

to the question "what was the fourth note that was sometimes sounded. it was another C.

The bell tone was a call to the network stations to announce their call letters per the FCC requirements, every 30 minutes. The fourth note was first used to notify certain employees to call the station for more instructions. During WW-II it was used to warn the listeners that a major announcement was coming. It rang once at the beginning of the D-Day invasion and twice when the invasion was successful followed by ..._. The article didn't say which tones were used for the V .

Many times during the war the opening four notes of Beethoven's Fifth Symphony was used.

Jack McDermott KB1IJP

--part1_1a8.24c7e4fb.2dff6b40_boundary
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```

--part1_1a8.24c7e4fb.2dff6b40_boundary--

From: "Richard W. Solomon" <w1kszm@earthlink.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: "Superior" Radios?
Date: Mon, 14 Jun 2004 17:20:07 -0400
Message-ID: <IBEAICMPAKMPCMJKFBLBMEBODIAA.w1kszm@earthlink.net>
MIME-Version: 1.0
Content-Type: text/plain;
charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Nice packaging design, and if it croaks you can always use it for a dummy bomb !!

73, Dick, W1KSZ

-----Original Message-----

From: owner-boatanchors@theporch.com
[mailto:owner-boatanchors@theporch.com] On Behalf Of David Stinson
Sent: Monday, June 14, 2004 9:48 AM
To: Old Tube Radios
Subject: "Superior" Radios?

There are several WWII German aircraft radios over on the 'bay.
One has some nice detail shots of the interior (#2250772869).
IMHO, this radio looks like it was superior of both design
and workmanship *as an aircraft radio,* but a total failure
as a *war-fighter's radio.*

The radio is obviously made to an extremely high standard;
too extreme. It looks exceedingly expensive, labor-intensive
to build and impossible to repair in the field.
The first priority in this radio's design
was to be the best MF aircraft radio
in the world, and it probably was.
But it wasn't designed to help win a war.
It wasted money, materials and labor, being
over-engineered for what it was designed to do.
I admire the craftsmanship, but it was misspent.

The allied radios were built with the war effort first in mind.
They were designed around a specific mission, built to
accomplish that mission reliably and inexpensively,
to be easily mass-produced and even easier to repair.
The BC-375 is an excellent example; it does exactly
what it was designed to do, does it reliably and
can be fixed by a blind man if he has a talented seeing-eye dog.

I therefore submit that the allied radios were superior
to the German radios within the context of winning a war.
Your opinions?

Dave S.

Message-ID: <000901c4525c\$020705a0\$4082d1d8@b1yhp64>
From: =?iso-8859-1?Q?Andr=E9_Guibert?= <aguibert@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Tr: "Superior" Radios?
Date: Mon, 14 Jun 2004 18:07:03 -0400
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"

Content-Transfer-Encoding: 7bit

Fore runner of modular assemblies, read that it was the best way for them overcome components faillures in the front lines as they did not have enough operators with electronic background as with the Allies.
Fewer radio hams and experimentors.
Andre

Date: Mon, 14 Jun 2004 19:08:55 -0400
Message-Id: <200406141908.AA1018232924@ricconnect.com>
Mime-Version: 1.0
Content-Type: text/plain; charset=us-ascii
From: "Chris Bowne" <radiobwn@ricconnect.com>
To: Old Tube Radios <boatanchors@theporch.com>
CC: <KG2IR@worldnet.att.net>
Subject: Re: NBC Bells

Didn't the G-E-C sequence originally stand for General Electic Corporation?

I'll bet KG2IR (Nick) knows - what do you say Nick?

73, Chris, AJ1G
Stonington, CT

----- Original Message -----

From: Jderm740@aol.com
Reply-To: Jderm740@aol.com
Date: Mon, 14 Jun 2004 16:57:36 EDT

>
>
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>Jack McDermott KB1IJP

>

>* * * * *

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>

>

Message-ID: <40CE376E.9F88E4D8@sympatico.ca>

Date: Mon, 14 Jun 2004 19:40:30 -0400

From: Jerry Proc <jerry.proc@sympatico.ca>

MIME-Version: 1.0

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Racal VHF Adapter ?

Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

Hello Group,

Can anyone confirm if Racal made a VHF adapter for the RA17 or RA117
receivers? If yes, what is the model number?

I need to confirm this before incorporating it into a web document.

--

Regards,

Jerry Proc VE3FAB

Toronto, Ontario

e-mail: jerry.proc@sympatico.ca

<http://webhome.idirect.com/~jproc/ve3fab>

Mime-Version: 1.0 (Apple Message framework v618)

Content-Type: text/plain; charset=US-ASCII; format=flowed

Message-Id: <6E83E7B4-BE69-11D8-9C47-000A95B0F1EE@verizon.net>

Content-Transfer-Encoding: 7bit

Cc: Old Tube Radios <boatanchors@theporch.com>, <KG2IR@worldnet.att.net>

From: kc2kj <kc2kj@verizon.net>
Subject: Re: NBC Bells
Date: Mon, 14 Jun 2004 21:15:04 -0400
To: Old Tube Radios <boatanchors@theporch.com>

Yes it did. Then became NBC.

Mike
kc2kj

On Jun 14, 2004, at 7:08 PM, Chris Bowne wrote:

> Didn't the G-E-C sequence originally stand for General Electric
> Corporation?
>
> I'll bet KG2IR (Nick) knows - what do you say Nick?
>
> 73, Chris, AJ1G
> Stonington, CT
> ----- Original Message -----
> From: Jderm740@aol.com
> Reply-To: Jderm740@aol.com
> Date: Mon, 14 Jun 2004 16:57:36 EDT
>
>>
>>
>> Some time ago some one asked the question " what were the notes'?
>>
>> Last Sundays News had an article on the subject. They were G-E-C. In
>> answer
>> to the question "what was the fourth note that was sometimes sounded.
>> itwas
>> another C.
>>
>> The bell tone was a call to the network stations to announce their call
>> letters per the FCC requirements, every 30 minutes. The fourth note
>> was first used
>> to notify certain employees to call the station for more
>> instructions. During
>> WW-II it was used to warn the listeners that a major announcement
>> was coming.
>> It rang once at the beginning of the D-Day invasion and twice when
>> when the
>> invasion was successful followed by ..._.
>> The article didn't say which tones were used for the V .
>>
>> Many times during the war the opening four notes of Bethoven's Fifth
>> Symphony
>> was used.

>>
>>
>> Jack McDermott KB1IJP
>>
>> * * * * *
>> * ---REMAINDER OF MESSAGE TRUNCATED--- *
>> * This post contains a forbidden message format *
>> * (such as an attached file, a v-card, HTML formatting) *
>> * Mail Lists at theporch.com only accept PLAIN TEXT *
>> * If your postings display this message your mail program *
>> * is not set to send PLAIN TEXT ONLY and needs adjusting *
>> * * * * *
>>
>>
>
>

Message-ID: <557F80C3.7030802@crosslink.net>
Date: Mon, 15 Jun 2015 21:49:55 -0400
From: "gordon e. white" <gewwhite@crosslink.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: ARC5@mailman.qth.net, Boatanchors <boatanchors@theporch.com>
Subject: Re: [ARC5] "Superior" Radios?
Content-Type: text/plain; charset=ISO-8859-1; format=flowed
Content-Transfer-Encoding: 7bit

Although the Germans learned to build aircraft quickly and cheaply in WW II - they built more in 1943 than in 1944 - and if you look at surviving examples you can see an acceptable level of "crudeness," some of their machinery was over-built, over-designed. They tended to a lot of hand-fitted parts in such things as Teletype machines and guns, with less parts interchangeability without hand-fitting. Think on the other hand of the American "grease gun," made of stamped parts. It wasn't all that accurate, but in a short-range fire fight, good enough.

One of the beauties of the Soviet AK-47 was that it was able to stand a lot more rough usage than the MG-42 or the Schmeisser, even than the Luger or the WW I Mauser. The German MGs all had a higher rate of fire than the Brownings, but the Browning was more reliable.

- Gordon

>

Message-ID: <002601c45264\$cccf21180\$cbe47443@KB6NAX>

From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: "Superior" Radios?
Date: Mon, 14 Jun 2004 16:10:31 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

> Your opinions?

Sure, why not. They're free. My opinion:

Looking at the full spectrum, we (us 'mericans) did some things well and not so well. We have a tendency to have to learn the same lessons over and over again. But we usually head in the right direction overall.

Down the road from WW2, as stuff got more complex and more compact, serviceability factors went up and down. My own extensive experience was with the ARC-27, the UHF aircraft transceiver that made its appearance in time for the Korean thing. Lots of stuff packed into a not so light box. After WW2 the UHF radio was the key piece of avionics in military aircraft. The brain trust at Collins (I'm only guessing they were the designers, not dead sure) thought that fully modularizing the rig would make the radio easy to keep "up." Problem was that after so many cycles in and out of radios the "repaired" modules tended to be unreliable if not just plain bad. The supply systems were bogged down with them. The solution was to flood the supply system with sufficient spares so you could find enough "good" ones to get radios to play again. Not cheap, not quick, not reliable.

At MCAS Kaneohe, HI, where I served for two years on an AMD bench, I gave up thinking I could get a good module. I paid a visit to Barber's Pt in an effort to get support for the Marine's radio-less aircraft. The shop there was appalling in its lack of attention to duty - lots of coffee cups and BS and not much work getting accomplished. The old "wait 'till things get worse before they get better" game. In the middle of 'Nam.

So, I got to reading the depot maintenance manual for the '-27 and learned how to *overhaul* the radios myself. Yes, I said OVERHAUL. I was probably the only field overhaul facility the Navy had ever seen. Well, If I must brag, it got all the Marine's planes a radio so only the mechs were keeping planes "down." But it made a big difference to training schedules and they gave me a Commendation (yeah, I take it with me when I buy a cup of coffee, what with the price of coffee these days - just kidding).

Lesson to your point, Dave, is that serviceability is of secondary importance to quality of design and manufacture. The old hard to repair stuff in our planes had far fewer yellow sheets written up on them.

Arden Allen
KB6NAX

End of BOATANCHORS Digest 3664
